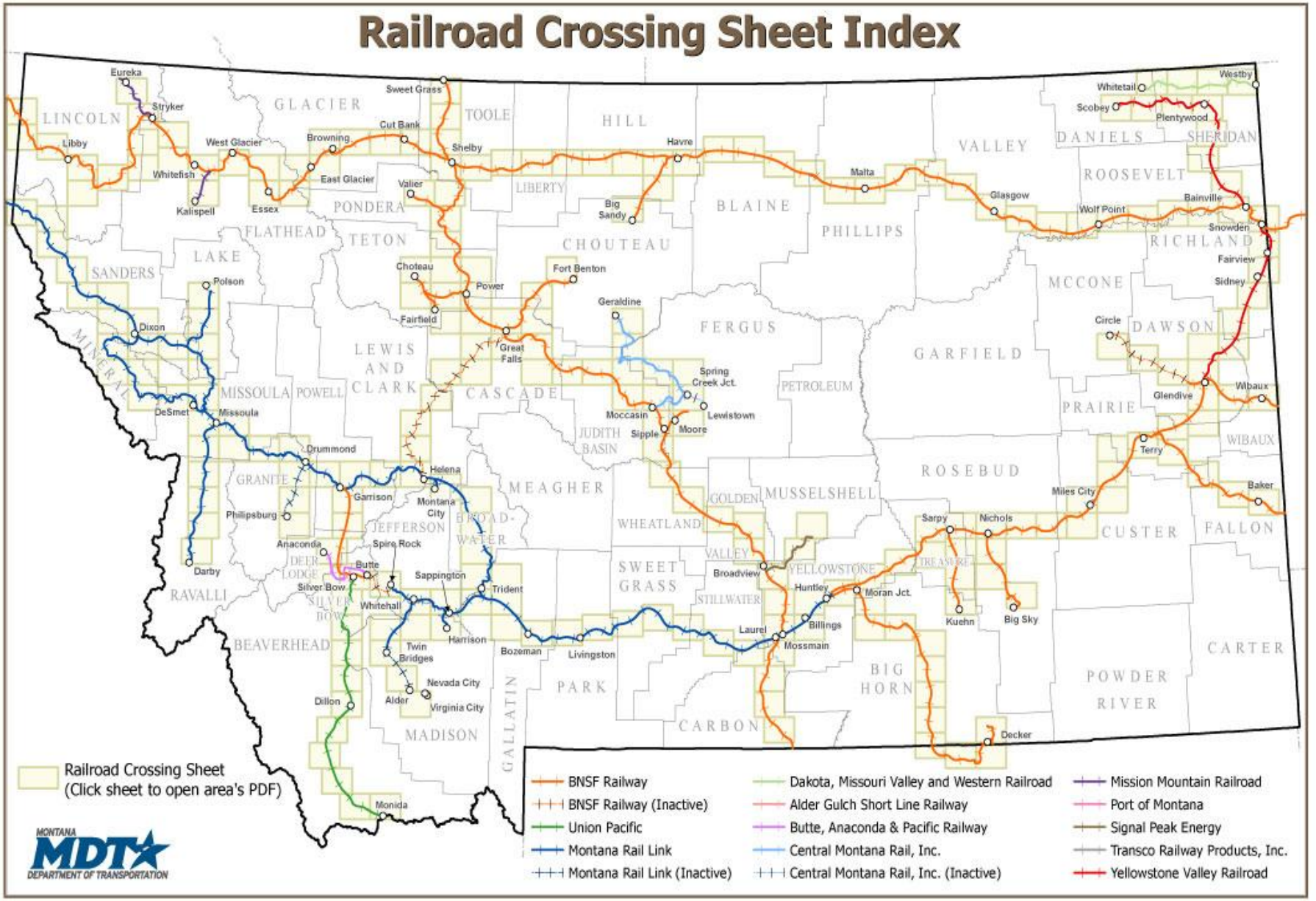
MONTANA PASSENGER TRAINS

We'll Look At 6 Trains from 1966 to 1971

- The North Coast Limited
- The Mainstreeter
- The Butte Special
- Burlington Trains 42 & 43
  - "The Train that had to die"
- Burlington Trains 29 & 30
  - The "Nightcrawler"
- The North Coast Hiawatha

Railroad Crossing Sheet Index



NORTHERN PACIFIC

The North Coast Limited

- The North Coast Limited was the Northern Pacific's flagship train
- Its core consist remained unchanged from 1966 - 1971
- Served Seattle and Portland
- Maintained standards until the end
- It ran until Amtrak, May 1, 1971
- Was briefly reincarnated as the North Coast Hiawatha, aka the "Mike Mansfield Special."

- The core consist was:
- A-B-A consist of F-3's, 7's, and 9's
- Water Baggage
- Postal dorm
- 2 dome coaches
- 1 flat topped wide window coach
- Slumbercoach
- Lewis and Clark Traveler's Rest
- Budd diner, built 1958
- Dome Lounge in the Sky Sleeper
- 8-6-4 Sleeper

- Prior to 1966, the train had a Sleeper Observation as part of its consist
- The sleeper observation was pulled off in 1966
- The dome section on the Dome Sleeper was remodeled into the “Lounge in the Sky.”
- During the summer months, these cars were normally added to the consist:
  - 2 flat topped coaches
  - Dome Sleeper
  - 8-6-3-1 Sleeper
  - 11 dbl bedroom sleeper, Chicago to Billings. This car came from the Pullman pool, I’m told, and included cars from the Union Pacific and Pennsylvania that I saw.
- After 1966, business cars ran on the NCL

Pennsylvania Elberton Billings, 1967

Modeling the North Coast Limited

- In HO scale, these cars or a close match are available in Plastic: (Gotta love Walthers!)
- Dome coaches
- Pullman diner – can substitute for Budd diner
- Slumbercoach - Can use either NP or Burlington cars
- 71’ baggage
- 11 dbl bedroom sleeper (U.P. Placid series)
- 10-6 sleeper (this also sometimes ran in Chicago – Billings service)

More Difficult

- 8-6-4 and 8-6-3-1 Sleepers are available in brass or from Brass Car Sides.
- Budd diner, Traveler's Rest lounge, and mail dorm are available in brass or from Brass Car Sides.
- The sleeper obs is available only in brass.
- Early brass imports, i.e. Oriental and Palace Car models, can be found unpainted for $150 - $200 or so with looking. These make decent models

- Recent brass is exquisite, fully detailed, accurately painted and expensive! $350 or so and up, if you can find single cars.
- 2 manufacturers have now announced NP U-25C models. Maybe Walthers will take pity on us and bring out a good plastic NCL.
- For example, a Challenger 8-6-4 sleeper is listed on Ebay as I write this for $369.00. A dome coach is listed for $403.00. There are no bids on either car.

- In N Scale, some cars are available:
- Pullman Standard flat topped coaches – Walthers
- Union Pacific Placid series sleepers – Kato
- Pullman Standard Baggage Car – Walthers
- Pullman Standard 10-6 sleeper – Walthers
- Slumbercoach – Kato for NP, Con-Cor for CB&Q
- All cars except Slumbercoach: Brass Car Sides, except the Budd dome coach is shown as cancelled. Check the website for special ordering

N-Scale Northern Pacific NCL-1956, This train includes: F7 A-B-A locomotives, baggage, dormitory, coaches (including the #587),
domes coaches, sleepers, diners, lounge, dome sleepers and a modified Kato observation car. All cars built using American Limited
core kits with Brass Car Sides and M&R Car Sides (Budd Diner), separate grab irons, window detail with full interiors and have over
170 passengers along with correct roof details. All cars will also have separate decoders for lighting effects.

NORTHERN PACIFIC
6700C

The Mainstreeter

- Ran until Amtrak
- This is a fun train to model:
  - 1966 – 10+ cars including a working Baggage Mail and a mixture of lightweight and heavyweight postal storage and express cars
  - Interchanged express and postal storage cars with the CB&Q in Billings
  - Ran on many occasions with a UP Baggage car
  - I personally saw an SP&S lightweight coach in the train

- 1967 – lost its RPO in the general elimination of RPO cars by the Post Office. Slumbercoach reduced to Chicago – St. Paul and Spokane – Seattle.
- Still ran with express and postal storage cars, with a mixture of lightweight and heavyweight cars. (Some with Truss Rods!)
- 1968 – Storage mail withdrawn. The train was reduced to one baggage car plus passenger cars. Schedule speeded up. Slumbercoach restored to all of run.
- With BN merger, became a rainbow train. All merger partners contributed cars.
- Lasted until Amtrak
-

5704A
NORTHERN PACIFIC

BURLINGTON
PULLMAN
SILVER CAR

Mainstreeter West of Missoula, with RPO

Modeling the Mainstreeter

- Pre - elimination of RPO / postal storage:
- Heavyweight RPO Baggage: W&R brass, AHM or Athearn as a stand in.
- 72’ baggage cars: Railway Classics brass, Walthers 72’ Pullman Standard is close.
- 2 – 4 streamline coaches: Walthers Pullman Standard cars, Soho, Oriental, Railway Classics and Overland brass. Overland produced a neat ex – Frisco stainless divided coach that the NP picked up.

- Slumbercoach: Walthers CB&Q, Con-Cor to repaint, Brass Car Sides, Shoreham Shops brass model (gorgeous!), Oriental Limited brass
- 450 – 455 diner/economy buffet: Walthers, Brass Car Sides, Oriental Limited brass, Challenger Imports brass
- 8-6-3-1 sleeper: Brass Car Sides, Oriental Limited brass, Challenger Imports brass
- Burlington 10-6 sleeper: Broadway Limited

HOMESTAKE
NORTHERN PACIFIC
6701A

The Last WB Mainstreeter

The Last Eastbound Mainstreeter

The Butte Special

- Prior to 1967, ran daily between Butte and Salt Lake City. Carried an RPO, several Storage-Mail and Baggage Express cars, 2 coaches, and one of two sleeper - snack cars which were the American General and American View 6-6-4 sleepers with two sections removed and replaced with a snack bar. A friend who rode the train said the snack bar produced good food.

- Lost mail contract in 1967. Thereafter ran 3 days per week. Consist was E-8/9 A unit, baggage car, sleeper snack bar, and two coaches.

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SAFETY FIST
UNION PACIFIC

UNION PACIFIC
PULLMAN
AMERICAN GENERAL

Beverages

Travel Pullman

Safe and Sure

FOOD SERVICE

Imported Sardines, Tomato Wedges, Pickles, Olives 1.15

Chilled Salmon, Mayonnaise, Tomato Wedges, Pickles, Olives . . 1.15

Deviled Ham Sandwich 55

Grilled Cheese Sandwich 60

Broiled Steak Supper Plate, Toast, Potatoes, Sliced Tomato . . . 1.65

Cheeseburger on Roll, Potatoes and Pickles 1.00

Grilled Hamburger on Roll, Sliced Onion, Potatoes, Pickles 75

Sweet Roll or Toast with Jelly 25

Orange Juice 25

Tomato Juice 25

Tomato Juice Cocktail (Snap-E-Tom) 30

Coffee, Tea, (Cup) 20

Milk, (Ind. Container) 25

BREAKFAST CONTINENTAL

Orange Juice or Tomato Juice, Toast with Jelly or Sweet Roll, Coffee 70

MENU PRICES INCLUDE ALL U. S. FEDERAL TAX, BUT DO NOT INCLUDE STATE SALES TAX

PATRONS ARE REQUESTED TO REFUSE PAYMENT UNLESS CHECK IS PROPERLY PRICED AND TOTALED BY ATTENDANT, IS PRESENTED AT CONCLUSION OF SERVICE AND RECEIPT GIVEN WHEN PAYMENT IS MADE.

Consult Conductor or Attendant in case of discrepancy, and if circumstances warrant, advice

THE PULLMAN COMPANY, 165 N. CANAL ST., Chicago, Illinois 60606

UP2 - U - 2C - H68

BEVERAGES, ETC.

Port or Sherry Wine 65

I. W. Harper, Bonded, Bourbon 90

Walker's De Luxe, Straight, Bourbon 85

Johnnie Walker, Black Label, Scotch 1.00

Haig & Haig, Pinch Bottle, Scotch 95

Canadian Club 95

Extra Dry Martini, Vodka Martini or Manhattan, Large 85

Tom Collins 95

Bloody Mary (Made with Snap-E-Tom) 1.10

Gin and Tonic 95

Gin or Vodka 85

Cognac, Biscuit 90

Beer or Ale 45

Cocktail Salted Peanuts, 4 oz. Can 40

NOTICE

Sales of Alcoholic Beverages to Minors prohibited.

All individual bottles will be opened in presence of passengers and served and consumed on train where sale is made.

No sales or dispensing in restricted territory or on days when sales and dispensing are prohibited by laws and regulations.

CIGARETTES, CIGARS, ETC.

Sale of Cigarettes to minors is prohibited.
Cigarettes will not be sold in States where laws or regulations prohibit.

BENSON & HEDGES 100'S GOLD, MARLBORO FILTERS, PARLIAMENT RECESSED FILTER 45

VICEROY FILTER TIP (King Size), KOOL FILTER TIP (King Size) . . 45

Other Popular Brand Cigarettes 45

CIGARS . . . . . .20 and 40

Club Soda 15

Quinine Water 20

Ginger Ale 20

Seven Up 20

Coca Cola 20

Playing Cards 1.00

UNION
PACIFIC
939

Modeling the Butte Special

- HO Scale:
- The simplest, easiest way to model the post 1967 version is to use the Union Pacific cars recently produced by Walthers. You will need:
  - One Walthers ACF baggage car, part number 932-9620
  - Two ACF 44 seat streamlined coaches, part number 932-6931
  - One Walthers American sleeper, part number 932-9620. To be very accurate, blank out the upper berth windows and remodel the two sections at the door end of the car into the buffet section. See the Summer 2009 edition of the Streamliner.
  - One E-8/9 A unit for power.

- N Scale:
- An E-8/9 A unit of your choice
- Con-Cor Union Pacific baggage, Walthers part number 223-40325
- Two Kato 44 seat coaches. These were part of the 11 car boxed set that Kato sold a couple years ago. These show up as singles on Ebay. Or, Brass Car Sides.
- An American series sleeper, decaled American View or American General. Centralia Car Shops is close but should not have the skirting.

UNION PACIFIC
1476
(C) Keith Ardinger

Burlington Train 29 or 30
Wind River Canyon

Burlington Train 42 or 43

Trains 29 & 30

- Trains 29 and 30 ran Billings – Denver
- Discontinued late 1967 after Post Office discontinued RPO
- Typical consist in its last few years:
  - E-8, or sometimes E-7 or SD-9's 325-374
  - Heavyweight Baggage
  - Heavyweight RPO – Baggage
  - Modernized coach or heavyweight coach

Modeling Trains 29 & 30

- There was a very good article in a past N Scale magazine about modeling this train.
- Simplest late Night Crawler:
  - Burlington E-8, E-9 or E-7.
  - Heavyweight Pullman Green Burlington baggage car
  - Heavyweight Pullman Green Baggage/RPO
  - Heavyweight Pullman Green Burlington Coach
  - Optional for the mid 50's – a 10-2–1 Heavyweight Pullman sleeper

Train 30, Billings

Trains 42 & 43

- Trains 42 and 43 ran Omaha – Billings
- Exchanged Express and Postal Storage cars in Billings with NP Mainstreeter
- Ran until 1969
- Last westbound run was terminated in Western Nebraska when ICC approved discontinuance. Passengers bussed to final destination
- In 1966, Official Guide showed a 6-6-4 sleeper from Omaha to Alliance
- A Burlington 16-4 Sleeper off the Empire Builder was sometimes used during the winter.

Train 42, Billings

Modeling Trains 42 & 43

- This is a fun train to model!
- Lots of variety in consists
- Engines: E-7. 8. 9 and SD-9's, particularly during rush seasons
- Cars:
- Heavyweight and lightweight Postal Storage and Baggage cars, perhaps including Northern Pacific cars.
- Converted Troop Sleeper cars
- Heavyweight RPO

- Coaches:
  - Heavyweight Pullman Green cars
  - Burlington Modernized Heavyweights
  - Budd coaches
  - Pullman Standard(?) lightweight
- Sleepers:
  - Various Heavyweight sleepers, in the 50's ran to Billings and beyond to Great Falls and Glacier National Park
  - Omaha – Alliance in later years saw Burlington Budd Flower class 6-6-4's and Pullman Streamlined 16-4's off the Empire Builder
- Office cars: Burlington Office cars ran on this train
- Diners: In the early 50's diners ran to Billings

BURLINGTON

GREAT NORTHERN
BIG TIMBER

- Burlington Flower class 6-6-4's were imported in brass by Shoreham Shops. Very scarce and expensive! Brass Car Shops showed 2 recently sold, one for $475 and one for $495!
- 16-4's have been imported by a number of companies and Brass Car Sides
- If you want to run a sleeper, run one of the Rapido C&EI 6-6-4 models
- Aurora Shops imported HO models of heavyweight Baggage and Baggage RPO some years ago
- Oriental Limited brought in brass models of the Modernized Heavyweights – very scarce!

BURLINGTON

BURLINGTON
BIG TIMBER

One of the last Train 43's Billings

THE NORTH COAST HIAWATHA

- Senator Mike Mansfield
- A mixture of good equipment
- I rode this train from Seattle to Billings in December, 1974
- Ran from 1971 to 1979

9778

Amtrak
106
107
Amtrak

CALIFORNIA ZEPHYR
CB&Q

GREAT NORTHERN TRAIN 42 & 43

That's All, Folks!